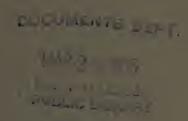
= 150 GREEN STREET ENVIRONMENTAL IMPACT REPORT



Draft 83.447EA



PUBLICATION DATE: March 22, 1985

PUBLICATION HEARING DATE: April 25, 1985

PUBLICATION COMMENT PERIOD: March 22, 1985 through April 26, 1985

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF CITY PLANNING

D REF 711.4097 On195d

COMMENTS SHOULD BE SENT TO THE ENVIRONMENTAL REVIEW OFFICER, 450 McALLISTER STREET, FIFTH FLOOR, SAN FRANCISCO, CALIFORNIA 94102

APR 1 5 1885 SAN FRANCISCO PUBLIC LIBRARY



April 10, 1985

To: 5150 Green Street Draft EIR Recipients

From: Office of Environmental Review

Re: 150 Green Street Draft EIR (83.447EA)

Attached is a page with two photographs showing the existing building at 150 Green Street. This is being distributed as an addition to the Draft EIR and should follow page 20 of the Draft.





3 1223 03703 7661

DEPARTMENT OF CITY PLANNING 450 MCALLISTER STREET · SAN FRANCISCO. CALIFORNIA 94102

150 GREEN STREET



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March 22, 1985

March 22 through April 26, 1985

April 25, 1985

Written comments should be sent to the Environmental Review Officer, 450 McAllister Street, Fifth Floor, San Francisco, CA 94102



PHOTO TAKEN FROM SOUTHWEST CORNER OF SANSOME AND GREEN STREETS





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DEPARTMENT OF CITY PLANNING 450 MCALLISTER STREET · SAN FRANCISCO CALIFORNIA 94102

150 GREEN STREET



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April 25, 1985

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PHOTO TAKEN FROM SOUTH SIDE OF GREEN STREET OPPOSITE ICEHOUSE ALLEY



DEPARTMENT OF CITY PLANNING 450 MCALLISTER STREET - SAN FRANCISCO. CALIFORNIA 94102

150 GREEN STREET

DRAFT ENVIRONMENTAL REPORT

83.447EA

Publication Date

March 22, 1985

Public Comment Period

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Public Hearing Date

April 25, 1985

Written comments should be sent to the Environmental Review Officer, 450 McAllister Street, Fifth Floor, San Francisco, CA 94102

D REF 711.4097 On195d

150 Green Street: draft environmental impact 1985.

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March 15, 1985

TO:

Distribution List for the 150 Green Street EIR

FROM:

Alec S. Bash, Environmental Review Officer

SUBJECT:

Request for the Final Environmental Impact Report for 150 Green Street

This is the draft of the Environmental Impact Report (EIR) for 150 Green Street. A public hearing will be held on the adequacy and accuracy of this document on April 25, 1985. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses," which will contain a summary of all relevant comments on this Draft EIR and our responses to those comments. It may also specify changes to this Draft EIR. Those who testify at the hearing on the draft will automatically receive a copy of the Comments and Responses document along with notice of the date reserved for certification (usually about 9 weeks after the hearing on the draft); others may receive such copies and notice on request or by visiting our office. This Draft EIR, together with the Summary of Comments and Responses document, will be considered by the City Planning Commission in an advertised public meeting and certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Environmental Impact Report. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to individuals only if they request them.

If you want a copy of the Final EIR, please so indicate in the space provided on the next page and mail the request to the Office of Environmental Review within two weeks after certification of the Final EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR. Copies will also be available at the Department of City Planning, 450 McAllister Street - 5th floor, San Francisco, California 94102.

Thank you for your interest in this project.

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

o:	Department of City Planning, Office of Environmental Review
le:	150 Green Street Final EIR (83.447EA)
(_	Please send me a copy of the 150 Green Street Final EIR.
Si	gned:
Pr	rint Your Name and Address Below:
	(Name)
_	(House Number and Street)
	(
_	(City, State and Zip Code)

If you are requesting an FEIR, please tear this page out, show your address above, fold the mailer so that your return address and the Department of City Planning's address is exposed, seal, add postage and mail.)

 (Fold here)	
Return address:	Place postage here

Department of City Planning 450 McAllister Street - 5th Floor San Francisco, California 94102

ATTN: Mr. Jon Hussey

(Fold here)

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I. SUMMARY

A. PROJECT DESCRIPTION

The project sponsor, Grosvenor Properties Ltd., would construct a six-story, 66,260 gross-square-foot (gsf) office/retail building at 150 Green, at the northeast corner of Sansome and Green Streets, west of Icehouse Alley. It would be located on Assessor's Block 112, Lot 8. The C-2 (Community Business) district site is occupied by a two-story, beige, stucco building with a penthouse level. The structure contains 7,000 square feet of offices, 11,000 square feet of retail, and about 50 parking spaces. The site falls within the Northern Waterfront Special Use District No. 3.

The project would include 60,210 gross square feet of office and 6,050 gross square feet of retail space, which would represent a 53,210 gsf increase in office and 4,950 gsf decrease in retail space on site. The proposed building would be 64.5 feet high. The project would provide valet parking for about 100 cars (23,400 square feet) on two basement levels, a net increase in capacity of about 50 vehicles.

Formerly the Sperry Flour Company building, built in 1916, the existing structure lies within the Northeast Waterfront Historic District, an area of special historical and architectural character. The building is an example of reinforced concrete warehouse construction, and is representative of the type of structure that the Historic District was created to preserve.

Estimated construction cost of the project is approximately \$4,000,000. An 18-month construction period is anticipated.

The architect is Gensler and Associates.

B. ENVIRONMENTAL IMPACTS

1. Initial Study

An Initial Study examined the 150 Green Street project to identify its potential effects on the environment. Certain possible environmental issues were determined to be insignificant. Measures incorporated into the project design would mitigate other potential impacts. The issues not addressed in the EIR include: land use, visual quality, population, transportation/circulation, noise, air quality/climate, utilities/public services, biology, geology/topography, water, energy and hazards.

2. EIR Issues

Urban design and cultural resources are potentially significant issues and are the focus of this EIR.

C. MITIGATION MEASURES

This project includes the following mitigation measure.

The sponsor shall retain the services of an archaeologist who will be present during site excavation and who will record a daily log of observations.

The sponsor shall provide for such further investigations on site as the ERO may deem appropriate prior to or during project excavation even if this results in a delay in excavation activities.

Should cultural or historic artifacts be found during project excavation, the archaeologist would assess the significance of the find, and immediately report to the ERO and the President of the Landmarks Preservation Advisory Board.

The ERO would then recommend specific mitigation measures, if necessary, in consultation with the State Office of Historic Preservation. Excavation or construction which might damage the discovered cultural resources would be suspended for a maximum of four weeks to permit inspection, recommendation and retrieval, if appropriate. This maximum of four weeks shall include any other time periods for which the ERO has required a delay in excavation activities.

D. ALTERNATIVES

1. No Project

This alternative would involve no change to the project site as it now exists. The 150 Green Street building would retain its present uses.

2. Rehabilitation of the Existing Structure

In this alternative, the existing building would be rehabilitated to accommodate retail/office use and the building would be brought into conformance with current seismic safety and building code standards.

3. Rehabilitation of the Existing Building with One Additional Story and Penthouse

In this alternative, the existing building would be renovated and an additional floor added with penthouse. The building would be brought into conformance with current seismic safety and building code standards.

II. PROJECT DESCRIPTION

A. SPONSORS OBJECTIVES

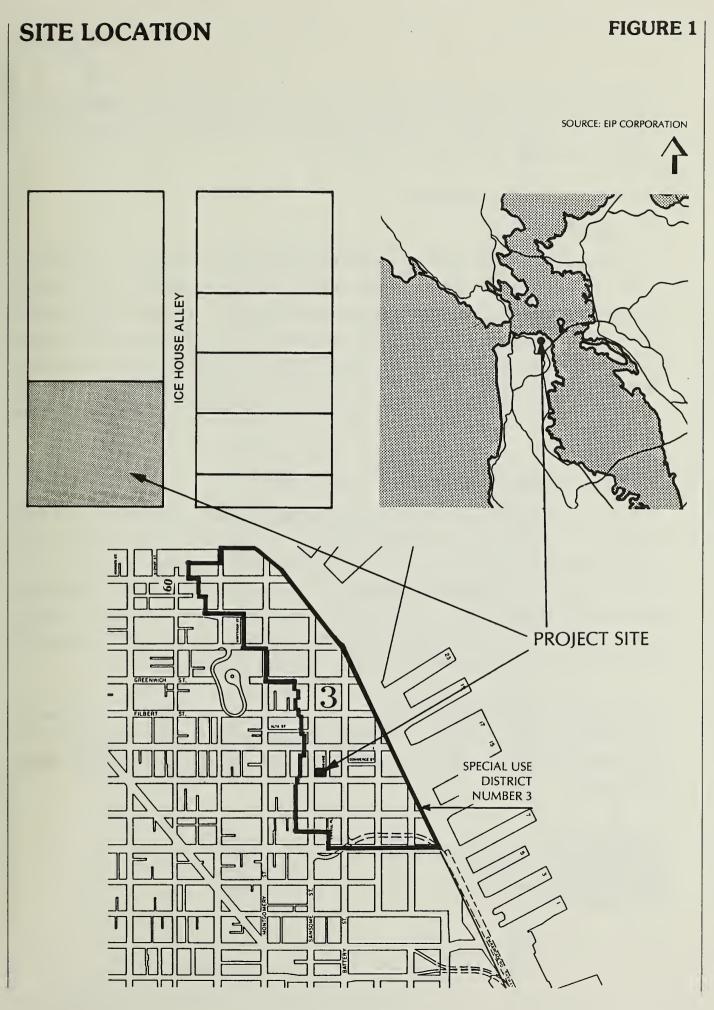
The project sponsor, Grosvenor Properties, Ltd., proposes to demolish the existing two-story building and construct a six-story, 66,260 gross square foot (gsf) structure at 150 Green Street. The building would include office space, retail space and parking. The owner's objectives for this project are:

- o Provision of first class office and retail space.
- o Creation of a building with modern seismic and fire protection systems in a structure that complements the architectural motif of the Northeast Waterfront Historic District.
- o Earn a reasonable rate of return on investment.

B. LOCATION OF THE PROJECT SITE

The 150 Green Street building sits on the northeast corner of the Sansome and Green Street intersection, in the Base of Telegraph Hill Area (See Figure 1, page 5). The project site is located on Assessor's Block 112, Lot 8, in the C-2 district north of the downtown core. This falls within Special Use District Number 3 which covers most of the waterfront area between Broadway and Bay Streets.

The project site is in the Northeast Waterfront Historic District (see Figure 10, page 17). Appendix D of Article 10, City Planning Code, which designated the Historic District in June 1982 states that "the Northeast Waterfront has a special historical, architectual and aesthetic interest and value and constitutes a distinct section of the City." The Historic District extends from The Embarcadero, west past Sansome Street, and from Broadway Street, north to Union Street. 150 Green Street is in the 65-X Height and Bulk District, which allows a maximum height of 65 feet and sets no bulk limit. The maximum



floor area ratio (FAR) allowed on the site is 5:1 (Section 240.3 City Planning Code). However, the site is eligible for a 25% corner Bonus (Planning Code Section 125), which brings the maximum allowable FAR to 6.25:1.

C. PROJECT CHARACTERISTICS

1. Existing Structure

The project site is currently occupied by a two-story concrete building with a penthouse level. It contains 11,000 gross square feet of retail space on the basement level, about 50 parking spaces on the ground level, and 7,000 gross square feet of offices in the penthouse level. The building is of reinforced concrete, built in 1916, originally used as a private garage and reception room. The building is considered compatible with the maritime-related/industrial character of the Northeast Waterfront Historic District. It is an early example of reinforced concrete construction, and was the site of the Sperry Flour Company.

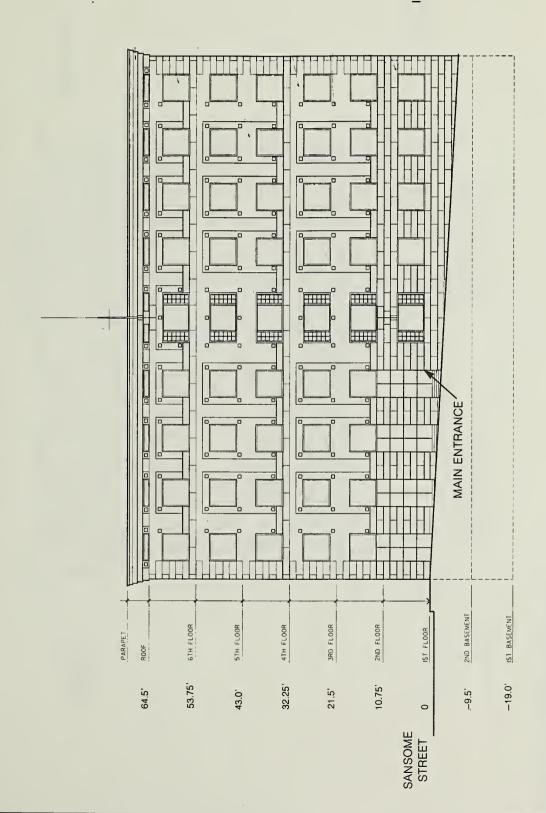
2. Proposed Structure

The proposed structure would be a six-story building, containing 66,260 gsf office and retail space (see Figures 2 through 9, pages 7 through 14). Valet parking would accommodate 100 cars on two basement levels accessible via ramps from Icehouse Alley. The first floor would encompass approximately 4,990 net square feet (nsf) of retail space and 3,397 nsf of office space. The five upper floors would contain 46,275 nsf of office space. The new project would represent about 53,210 gsf increase in office space, 4,950 gsf decrease in retail space, and a 50 space net increase in parking spaces.

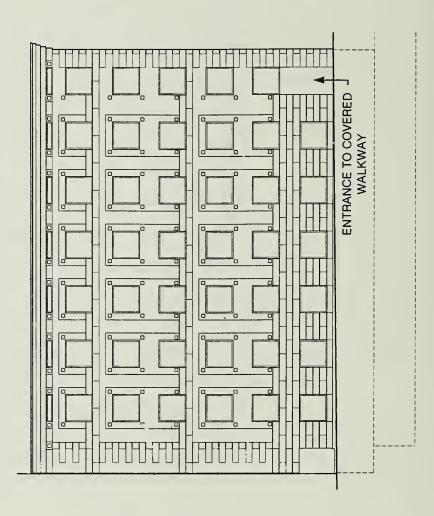
The proposed structure would be 64.5 feet high. A mechanical penthouse would extend the building's height to 75 feet. The building's footprint would extend to the property line for ground coverage of 11,700 square feet. The project FAR of 5.66:1 was determined as shown below.

Permitted FAR	5:1
Permitted FAR with 25% corner bonus	6.25:1
Permitted square footage	73,125
Proposed square footage	66,260
Proposed FAR	5.66:1

SOUTH ELEVATION

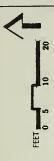


SOURCE: GENSLER AND ASSOC.

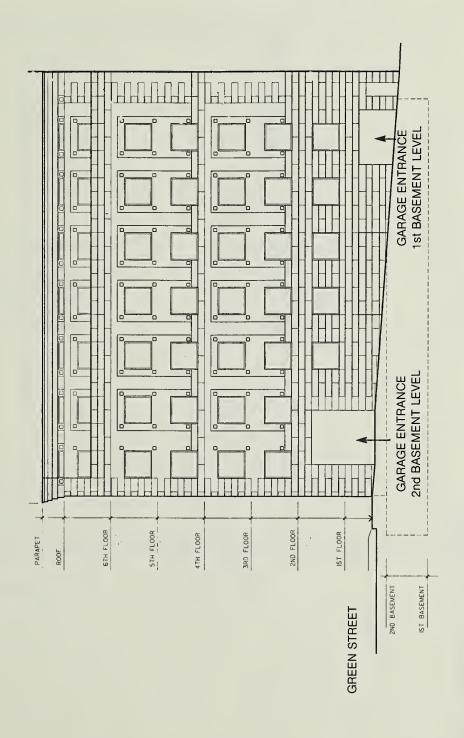


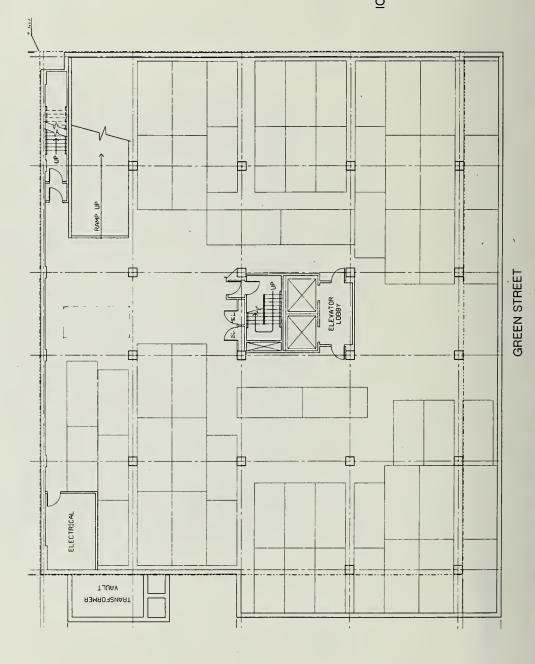
ICEHOUSE BUILDING

SOURCE: GENSLER AND ASSOC.



ICEHOUSE





SANSOME STREET

SECOND LEVEL BASEMENT 42 PARKING SPACES

SANSOME STREET

SOURCE: GENSLER AND ASSOC.

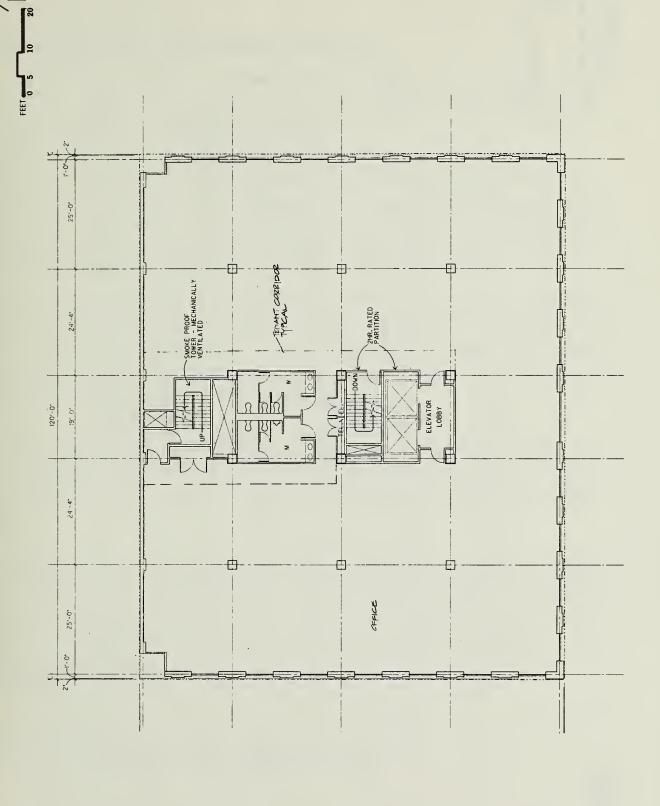
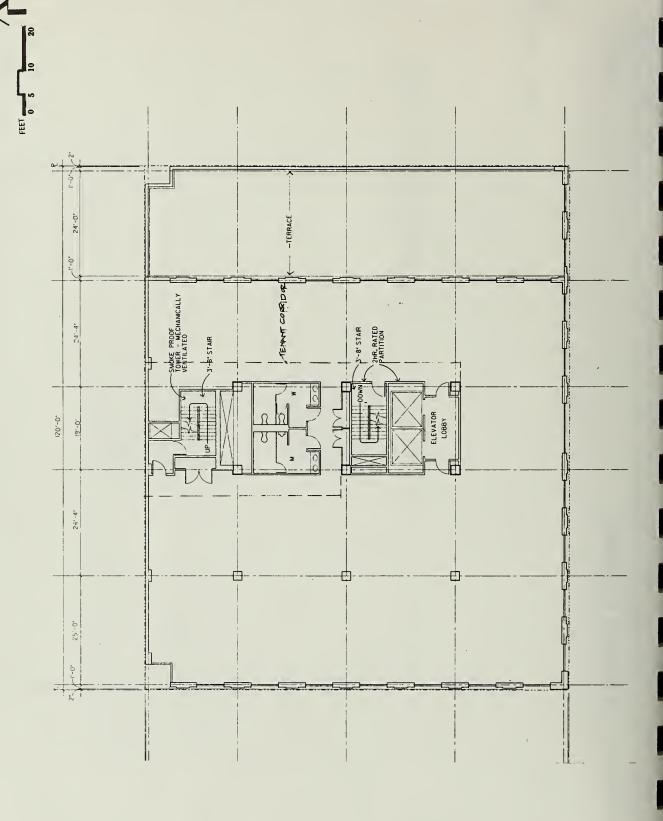


FIGURE 9

SOURCE: GENSLER AND ASSOC.



D. PROJECT SCHEDULE AND REQUIRED APPROVALS

The architectural firm for the proposed project is Gensler and Associates of San Francisco. The estimated construction cost of the project is \$4,000,000 and the construction period is anticipated to be 18 months.

The first step in processing the proposed project is a public review and public hearing on the Draft EIR (DEIR) and preparation of responses to comments made at the hearing and during the DEIR review period. Once the document has been amended to its satisfaction, the City Planning Commission will certify the EIR as complete, accurate and objective.

The project would require a Certificate of Appropriateness for demolition and construction within the Northeast Waterfront Historic District in accordance with provisions of Article 10 of the City Planning Code. The Planning Commission would hold a public hearing on the application for a Certificate of Appropriateness after receiving the recommendation of the Landmarks Preservation Advisory Board.

The project would require a parking variance because the sponsor has proposed valet parking, rather than independently accessible spaces as provided for in Article 1.5 of the City Planning Code. The variance hearing would be conducted by the zoning administrator.

If the Certificate of Appropriateness and parking variance were both granted, the project sponsor would apply for a demolition permit for the existing building, followed by applications for building and related permits from the Central Permit Bureau of the Department of Public Works. Building Permit Application #8308674 was filed for the project on September, 1983.

¹Jeremy Naploha, Northeast Waterfront Historic District, page 1.

III. ENVIRONMENTAL SETTING

A. CULTURAL RESOURCES

The project site is located within the Northeast Waterfront Historic District. Appendix D of Article 10, City Planning Code, which designated the Historic District in June 1982, states that, "the Northeast Waterfront has a special historical, architectural and aesthetic interest and value and constitutes a distinct section of the City." The District extends from The Embarcadero, west past Sansome Street and from Broadway Street, north to Union Street (see Figure 10, page 17). The intent of the Northeast Waterfront Historic District is to protect and enhance the unique character of the northeastern section of the City and promote preservation of its architectural character and heritage. This district contains warehouses and waterfront buildings from nearly every decade since the Gold Rush era and includes sites where the possibility of discovery of significant archaeological resources is strong.

The removal of rated or compatible buildings within the district would run counter to policies contained in the Historic District's designating ordinance and sustained by the Landmarks Preservation Advisory Board. Proposals to demolish buildings in an historic district are subject to the provisions of Article 10 of the City Planning Code. Section 1006.6 authorizes the Planning Commission and Board of Supervisors to suspend a demolition permit application on a building within a historic district for up to nine months so that efforts for preservation of the building may be made. Since no demolition of a compatible structure within any historic district has ever occurred, any such demolition would set a precedent for the removal of other structures in the Northeast Waterfront Historic District and in other designated historic districts as well (Jackson Square, Webster Street and Alamo Square).

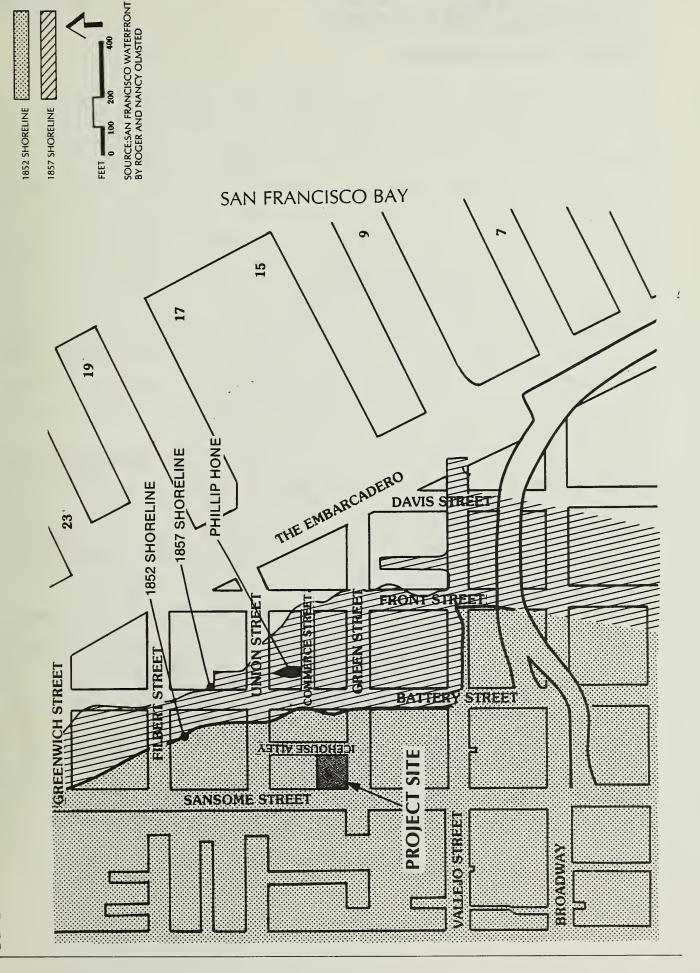
PROJECT SITE and NORTHEAST

SOURCE: EIP CORPORATION NORTHEAST WATERFRONT HISTORIC DISTRICT SAN FRANCISCO BAY NORTHEAST WATERFRONT HISTORIC DISTRICT BOUNDARY 15 THE EMBARCADERO DAVIS STREET 23 WATERFRONT HISTORIC DISTRICT -UNION STREET GREEN STREET FRONT STREET COMMERCE STREET FILBERT STREET GREENWICH STREET BATTERY STREET ICE HOUSE ICEHOUSE ALLE JC. **PROJECT** SANSOME STREET BROADWAY---VALLEJO STREET (CAL. LANDMARK) **FARNSWORTH** LABORATORY

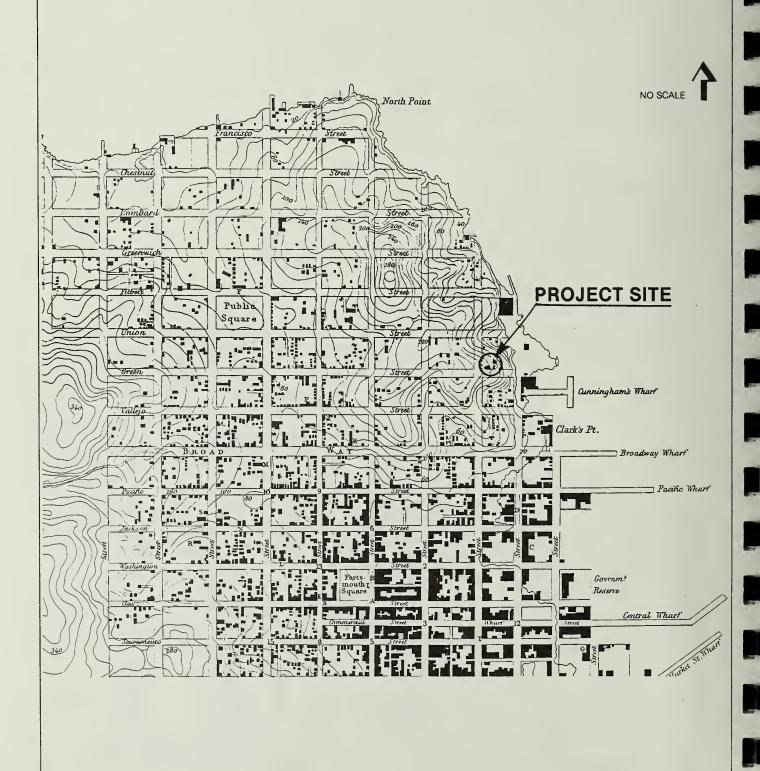
Department of City Planning rated structures in the immediate project vicinity include the S. Christian of Copenhagen (Fuller) building at Battery and Green Streets and the Icehouse adjacent to the project site on the north. The S. Christian of Copenhagen building is well-known for its red brick arches and is rated 3 by the Department of City Planning. The Icehouse noted for its Italianate detail, is rated 2 by the Department of City Planning. Originally a cold storage building, the Icehouse has been renovated for office use. The Giusti building across Sansome Street is a California Registered Historical Landmark (#941). It was registered for its significance as the site of the laboratory of Philo Farnsworth, an early 20th century inventor who achieved significant breakthroughs in the development of electronic television.

The project site is within one block of the original shoreline of Yerba Buena Cove which at one time reached Battery Street within the project block. Yerba Buena Cove offered the most protected anchorage on the northernmost part of the San Francisco Peninsula. The need for wharf facilities and additional warehouse space brought about by the growing shipping business of the gold rush era resulted in the excavation of Telegraph Hill to fill the adjacent shoreline. By 1857, the shoreline extended one block further east from the project site (see Figure 11, page 19). Some accounts estimate that during the rapid filling and building, 25-75 wooden ships were buried beneath the advancing City. The "Philip Hone," a gold rush era storeship is believed to be located one block from the project site near the south-east corner of Battery and Union Streets.³

The 1852 U.S. Coast Survey map shows that a small structure existed then on the proposed project site (see Figure 12, page 20). The 1877 Sanborn Insurance maps, revised in September 1905, depict several wooden frame structures on the site, including a three-story flat and a stable. The remainder of the block was occupied by a shipsmith, a saloon, a storage house, a wagon house and kilns operated by the Western Sugar Refining Company. The block south of the proposed project contained the works of the California Fruit Canners Association. West of the site at the base of Telegraph Hill, was a rock quarry and crusher. This quarry is also depicted on the revised Sanborn maps of 1912. However, the 1912 Sanborn map shows no structures on the portion of the project block bounded by Sansome, Union, Icehouse Alley and Green Streets.



1852 U.S. COAST SURVEY CITY OF SAN FRANCISCO (Partial Reproduction)



The existing structure is a beige, three-level reinforced concrete building. It is architecturally plain; its main features are large, segmented warehouse windows recessed into a smooth surface wall, a penthouse with red Spanish tile roofing, a strong cornice line between the main story and the penthouse, and a verticle element created by the Green Street entrance and small verticle windows. The penthouse consists of three sections, a central portion with peaked roof flanked by two wings. With the exception of the central portion, the penthouse is recessed from the building's edge; the left wing more than the right. The left penthouse wing is original; the right wing appears to be a later addition or alteration. The Sansome Street facade consists of two large overhead doors set in a wall with recessed panels and an overhanging cornice. The garage openings on Sansome Street expose the building's high-ceilinged interior to the passerby. The slope on Green Street keeps windows there above eye level except near the corner of Sansome where they are covered on the inside. The building is described as "compatible" by the Northeast Waterfront Historic District designating ordinance and background survey.

Between 1974 and 1976, the San Francisco Department of City Planning conducted a citywide inventory of architecturally-significant buildings. The ratings ranged from a low of "0" to a high of "5." Factors considered included architectural significance, urban design context and overall environmental significance. The architectural survey resulted in a listing of the best 10% of San Francisco's buildings. In the estimation of the inventory participants, buildings rated "3" or higher represent approximately the best 2% of the City's architecture.

Buildings rated compatible are buildings that are not in themselves considered architecturally significant, but are considered representative of a style or district and contribute to the overall architectural environment.

²Patrick McGrew, President, Landmarks Preservation Advisory Board, written communication, October 24, 1984.

³San Francisco Maritime Museum, <u>Gold Rush Vessels Beached</u>, <u>Scuttled and Broken Up</u>, an unpublished map.

Sanborn Fire Insurance Maps 1877, updated September 1905 and October 1912, available at the San Francisco Water Department.

⁵Jeremy Naploha, <u>Northeast Waterfront Historic District</u>, prepared for the Landmarks Preservation Advisory Board, June 23, 1982, updated September 23, 1982.

B. URBAN DESIGN

The project site is within the Base of Telegraph Hill Area, which is a subarea of the Northeastern Waterfront Plan (1977). As defined in the Plan, this subarea is a district distinctive in geography, commerce and history from the rest of the City. Bounded by water to the north and east, by Embarcadero Freeway ramps on Broadway to the south and the sheer cliff-face of Telegraph Hill on the west, the area encompasses a mix of industrial, office, residential, maritime and retail buildings lying between the waterfront and the eastern face of Telegraph Hill. The foot of Telegraph Hill is characterized by small-scale, high-density, mixed-use urban development that begins at the base of the cliff-face and extends north and east to the waterfront.

On the hilltop is a residential neighborhood with prized views of the Bay to the north, east and south. Small, woodframe houses in this neighborhood date from the 1850's and medium-sized houses and larger multiple-family dwellings date from 1920 to 1940. More recent developments include condominium structures built in a series of terraces stepped into the face of this hill. The Filbert Street Steps provide pedestrian access to the hilltop from the east. Lower Calhoun Terrace residences and a visitor area at the end of Upper Calhoun Terrace have unobstructed views to the east of the Bay Bridge and Treasure Island. The view from Telegraph Hill of the Northeast Waterfront consists now, as it has historically, of a roofscape characterized by varied heights, penthouses of differing proportions and roof features that include skylights, flagpoles and parapet walls.

The blocks surrounding the project site contain buildings dating from the 1850s to the present century whose uses have varied over the years from largely maritime-oriented industrial functions and warehousing to the current predominance of showroom and office uses in renovated spaces.

The structures range from one to six stories in height with most at two or three stories. Many are of typical warehouse design, large in size, built to the property line and generally rectangular in shape, giving the area a certain regularity of overall form.

Standard brick masonry is predominant for the oldest buildings in the district, with reinforced concrete introduced after the 1906 fire. Red brick is typical, with some yellow and painted brick. Some of the brick facades have been stuccoed over. Muted earth tones predominate in shades of red, brown, green, gray and blue. The overall texture of the facades is rough grained.

Large arches are common at the ground floor (often originally designed for vehicular access) and are frequently repeated on upper floors. Flattened arches for window treatment are typical. Cornices are simple and generally tend to be abstract versions of the more elaborate cornices found on downtown commercial structures from the nineteenth century. Most of the surfaces of the later buildings are plain and simple, reflecting their function, and the use of decorative elements is minimal.

Of particular note are the contrasting large bulk and minimal fenestration of the earlier brick warehouse structures. The windows in these vary in size, are rhythmically spaced and relate in shape and proportion to those in nearby buildings. Window glazing is minimal and deeply recessed, producing a strong shadow line. Larger industrial sash windows began to be incorporated in structures built from 1910 to 1940.

Across from the project site, the Giusti Building occupies the northwest corner of the intersection of Green and Sansome Streets. The facade of this light-colored, two-story reinforced concrete structure contains large, industrial sash windows recessed from the face of the building. At the southwest corner of Green/Sansome is the Sunset Press Building. Originally used for printing, this beige, three-story concrete-frame building now houses offices. The Bemis Bag building occupies the southeast corner of the Sansome/Green intersection. This is a three-story, reinforced concrete-frame building that has been converted from warehouse to office space. The project site occupies the northeast corner of the intersection.

Sharing the north side of Green Street across Icehouse Alley is 120 Green Street, a three-story, painted-brick building now used for offices. Adjacent to the project site on the north is the Icehouse, a six-story red brick building. This structure occupies the largest portion of the project block, and by virtue of its height and deep red color is a forceful visual presence in the project's immediate vicinity.

IV. ENVIRONMENTAL IMPACTS

A. ISSUES NOT ADDRESSED

The 150 Green Street Project was examined in an Initial Study to identify its potential effects on the environment. Some impacts of the proposed project could be potentially significant and are analyzed below. Certain possible environmental issues were determined to be insignificant. Measures incorporated into the project design mitigate other potential impacts. Appendix A, page A-1 of this report includes a copy of the Final Initial Study.

The issues not addressed in the EIR are as follows: Land Use, Visual Quality, Population, Transportation/Circulation, Noise, Air Quality/Climate, Utilities/Public Services, Biology, Geology/Topography, Water, Energy and Hazards.

B. CULTURAL RESOURCES

1. Historic

The construction of the proposed project would require the demolition of the existing building, which is a contributing building to the period of significance for which the Northeast Waterfront Historic District was designated by the Board of Supervisors. Demolition of the building would run counter to City policies. Policy 1 of Objective 2, Base of Telegraph Hill Area section of the Northeastern Waterfront Plan (page 29) is to "retain architecturally interesting or historically significant buildings or buildings which contribute substantially to the overall architectural character of the area." Section 1, Findings and Purposes, of Appendix D to Article 10 of the City Planning Code, which created the Northeastern Waterfront Historic District, states that "preservation on an area basis, rather than on the basis of individual structures alone, is required to preserve the character of the Northeast Waterfront District." It is also the policy of the Landmarks Preservation Advisory Board "to encourage the preservation of compatible

buildings within historic districts, and if necessary, to recommend imposition of the maximum suspension period on applications proposing their demolition."

Beyond the specific importance of the existing structure at Green/Sansome, its demolition would have more far reaching implications. Removal of this building would erode the number of original structures that contribute to and define the character of the Historic Waterfront District. Additionally, demolition of a compatible structure within a designated district would be a first, and would serve as a precedent for this district and all other historic districts, (Jackson Square, Webster Street and Alamo Square).

2. Archaeology

According to historic maps and records, buildings were present on the subject property by 1853 and historic materials may be present within the project area. Because of this, the project area is determined to be archaeologically sensitive.²

The foundation of the proposed project would extend deeper than the existing building's foundations. If there are existing subsurface cultural resources on the site, they could be disturbed by the construction of the proposed project. An historical/cultural mitigation measure is included as part of the project.

C. URBAN DESIGN

As viewed from a distance the project would form part of the pattern of varied small-scale urban development of the Base of Telegraph Hill Area that stands in contrast to larger scale development in the downtown area. The project would not block view

¹Patrick McGrew, President of Landmarks Preservation Advisory Board, written communication to Dean Macris, Director of Planning, October 24, 1984.

²Letter from Christian Gerike, Assistant Coordinator, California Archaeological Inventory, October 24, 1984.

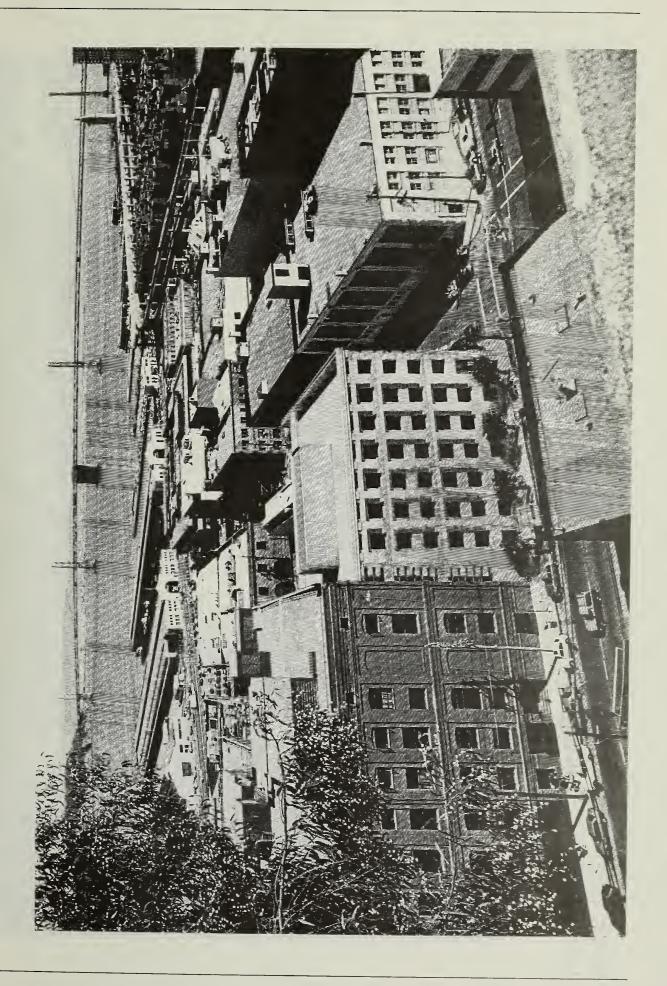
corridors to the waterfront and Bay from the residential neighborhood atop Telegraph Hill (as shown in Figure 13, page 27).

The proposed project would replace an existing two-story structure with a six-story building at a location that is less than 100 feet from the east face of Telegraph Hill. Urban Design Policy 1 of the Northeastern Waterfront Plan advocates the location of taller structures close to the base of Telegraph Hill and lower structures close to the waterfront. The proposed structure would form a transition step between the lower development to the south and east of the project site (three stories) and the taller development to the north (Ice House building - six stories).

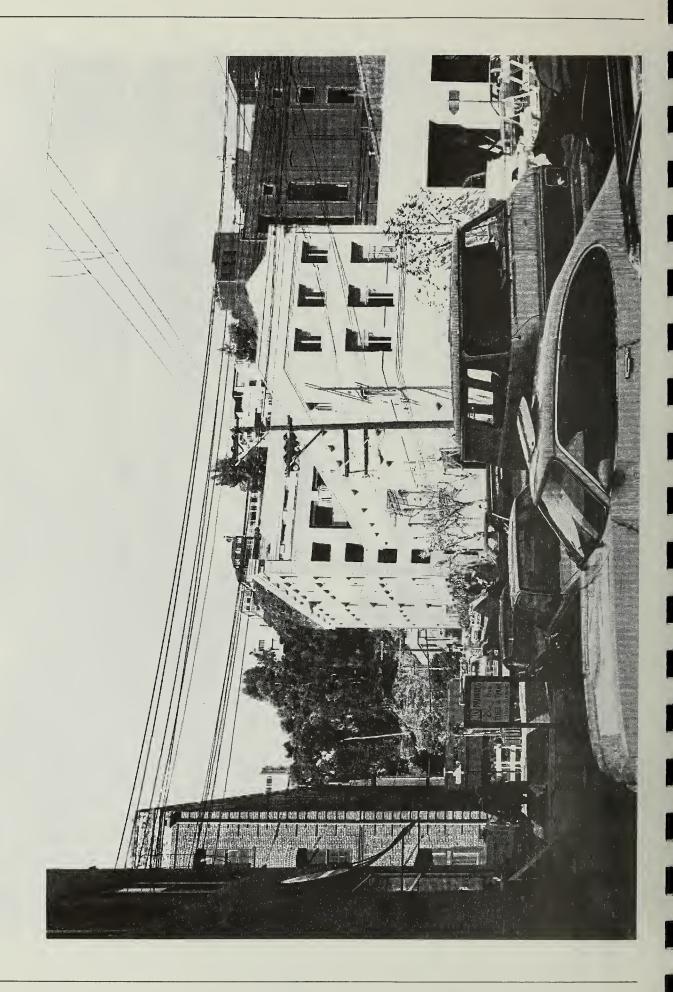
The project would form a contiguous urban frontage with the Ice House structure and would accentuate the effect that the cliffs and the Ice House create further north along the Sansome Street corridor. Along Green Street the project would appear larger than any of the neighboring buildings on either side of the street (rising three stories above the others). Figure 14, page 28, shows the view of the proposed project from Green Street east of Battery with the Giusti building in the background.

The proposed project would be built to the lot lines in sharp, rythmic, rectilinear forms, thereby maintaining the existing streetwall. The facade would be defined by horizontal belt courses (a horizontal division in an exterior wall's verticle plane) that would attempt to relate the scale of the proposed structure to existing smaller buildings across the intersection. The strong vertical lines of the project would parrot those of the adjacent Icehouse and would also serve to accentuate the project's appearance of height. The formal symmetry of the facade design would be consistent with elevations of traditional buildings in the area. The proportion of solid to void in the elevation of the proposed project would imitate that of the older brick structures to the east and north while differing from the proportions of the more recent concrete structures to the south and west.

The color of the proposed project would be a light neutral tone consistent with those of the other structures at the Green/Sansome intersection. Construction materials would appear similar to those of the Giusti and Bemis buildings (west and south, and both color



PHOTOMONTAGE: PROPOSED PROJECT LOOKING WEST FROM GREEN and BATTERY



and materials would retain the contrast that the site now has with the red brick of the Ice House. The finish would be of a rough grain (stucco-like) quality not unlike that of utilitarian structures in the vicinity.

Architectural detailing at door openings and corners of the building would be drawn from traditional design features found on some structures in the area. The recessed window treatment would replicate that of adjacent brick structures to the north and east, while the design of the parapet wall would also imitate the style of an earlier era. The various architectural features would contrast with those of some neighboring structures and would closely imitate the features of other neighbors.

While the appearance of the roof and penthouse would be plain and functional, the sixth floor terrace, which would run the length of the east facade looking out over the neighboring rooftops to the Bay, would be shielded from the street by a false facade that would extend 25 feet as a purely decorative element without peer in the vicinity. From the pedestrian's viewpoint the building's south cornice and east cornice would not align.

Cumulative visual impacts would result from the addition of new buildings and the exterior modification of existing buildings proposed for the area. Three projects other than the proposed project are under consideration for the area. A new seven story building is proposed at 1171 Sansome Street, roughly opposite 150 Green Street. Exterior alterations are proposed for 50 Green Street (corner of Green and Battery) and for the Giusti Building at 200 Green Street. All three projects fall within the Northeast Waterfront Historic District and would require Certificates of Appropriateness prior to approval. They would also have to conform with Special Use District Number 3 regulations and height and bulk guidelines.

Should the proposed project and the 1171 Sansome Street project be approved for construction, the visual character of Sansome Street would undergo change in the immediate locality of the project site. Together with the Ice House building, the proposed structures along Sansome Street would reinforce the larger scale architectural presence that Urban Design Policy #1 advocates for structures nearest the base of Telegraph Hill.

Should the proposed project and the two alterations at 50 and 200 Green Street be approved, the visual character of that frontage would also experience change.

V. MITIGATION MEASURES

A measure that has been identified to reduce or eliminate potential environmental impacts is listed below. This measure has been included as part of the project. The City Planning Commission could require that this measure be included in the project as a condition of approval.

A. CULTURAL RESOURCES

The sponsor shall retain the services of an archaeologist who will be present during site excavation and who will record a daily log of observations.

The sponsor shall provide for such further investigations on site as the ERO may deem appropriate prior to or during project excavation even if this results in a delay in excavation activities.

Should cultural or historic artifacts be found during project excavation, the archaeologist would assess the significance of the find, and immediately report to the ERO and the President of the Landmarks Preservation Advisory Board.

The ERO would then recommend specific mitigation measures, if necessary, in consultation with the State Office of Historic Preservation. Excavation or construction which might damage the discovered cultural resources would be suspended for a maximum of four weeks to permit inspection, recommendation and retrieval, if appropriate. This maximum of four weeks shall include any other time periods for which the ERO has required a delay in excavation activities.

VI. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

This chapter is subject to final determination by the City Planning Commission as part of their certification process, and Chapter VI of the Final EIR will be revised, if necessary, to reflect the Commission's findings.

A. DEMOLITION OF A BUILDING IN A HISTORIC DISTRICT.

Implementation of the proposed project would necessitate the demolition of the existing structure which is rated "compatible" with the Northeast Waterfront Historic District. The project is being proposed to provide first class office space and take advantage of investment opportunities.

VII. ALTERNATIVES

A. ALTERNATIVE ONE: NO PROJECT

1. Description

This alternative would involve no change to the project site as it now exists. The 150 Green Street building would retain its present uses.

2. Impacts

Retention of the present building would avoid any cultural resource or urban design impacts. The integrity of the designated Northeast Waterfront Historic District would be maintained.

3. Reasons for Rejection

The project sponsor rejected this alternative because it does not take full advantage of development opportunities and does not provide maximum investment potential for the site.

B. ALTERNATIVE TWO: REHABILITATION OF EXISTING STRUCTURE

1. Description

This alternative would call for rehabilitation of the existing building for retail/office use and conformance to current seismic safety and building code standards.

2. Impacts

Exterior renovation would improve the building's appearance and would increase and upgrade usable space. The sponsor would be eligible for tax credits for rehabilitation of a structure within a historic district. The integrity of the Northeast Waterfront Historic District would be maintained.

3. Reasons for Rejection

The project sponsor rejected this alternative because it does not provide office and retail space with modern seismic and fire protection systems in a cost-efficient manner, does not provide maximum investment potential and would result in no project.

C. ALTERNATIVE THREE: REHABILITATION OF EXISTING BUILDING WITH ONE ADDITIONAL STORY AND PENTHOUSE

1. Description

In this alternative, the existing building would be renovated and an additional floor added with penthouse. The building's services would be brought into conformance with current seismic safety and building code standards.

2. Impacts

Exterior renovation would improve the building's appearance and would increase usable space. Addition of another story would continue the area's established practice of adding to existing structures. The integrity of the Northeast Waterfront Historic District would be maintained. The sponsor would be eligible for tax credits for rehabilitation of a structure within a historic district.

3. Reason for Rejection

The project sponsor rejected this alternative because construction of an additional story would involve the structural rehabilitation of the building and would not, in the sponsor's opinion, realize a reasonable rate of return, and would result in no project.

VIII. EIR AUTHORS AND PERSONS CONSULTED

A. PROPOSED PROJECT AND EIR

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450 McAllister Street
San Francisco, California 94102
Environmental Review Officer: Alec S. Bash
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Author of Preliminary Draft Environmental Impact Report

Environmental Impact Planning Corporation
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Project Manager: Donald Dean
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Project Sponsor

Grosvenor Properties Ltd. 333 Market Street, Suite 3330 San Francisco, CA 94105 Vice President: Nathaniel H. Taylor

Project Architects

Gensler and Associates/Architects 550 Kearny San Francisco, CA 94108 Vice President: Peter Gordon

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NOTICE THAT AN ENVIRONMENTAL IMPACT REPORT IS DETERMINED TO BE REQUIRED

ate	of	this	Notice:	January	18.	1985

Lead Agency: City and County of San Francisco, Department of City Planning

450 McAllister Street - 5th Floor, San Francisco, CA 94102

Agency Contact Person: Jon Hussey Telephone: (415) 558-5261

Project Title: 83.447E Project Sponsor: Grosvenor Properties

Six story office/retail building Project Contact Person: Nat Taylor

Project Address: 150 Green Street at Sansome

Assessor's Block(s) and Lot(s): 112/8

City and County: San Francisco

Project Description: Construction of a six-story, 66,260 gross-square-foot, office/retail building with valet parking for 100 cars within the Northeast Waterfront Historic District, after demolition of a two-story, 18,000 square foot, office/retail building considered compatible with the Historic District.

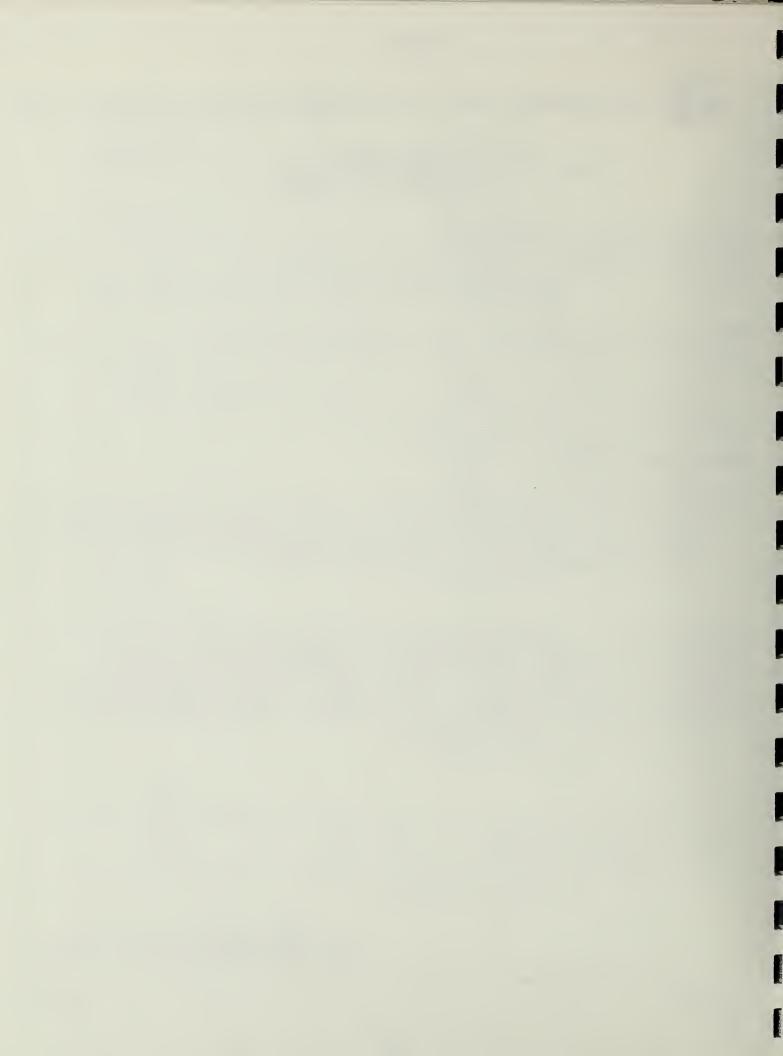
THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached. See attached

An appeal requires: 1) a letter specifying the grounds for the appeal, and;

2) a \$35.00 filing fee.

ALEC S. BASH, Environmental Review Officer

ASB: BWS: eh 8362A



FINAL INITIAL STUDY

150 GREEN STREET

83.447E

January 18, 1985

I. PROJECT DESCRIPTION

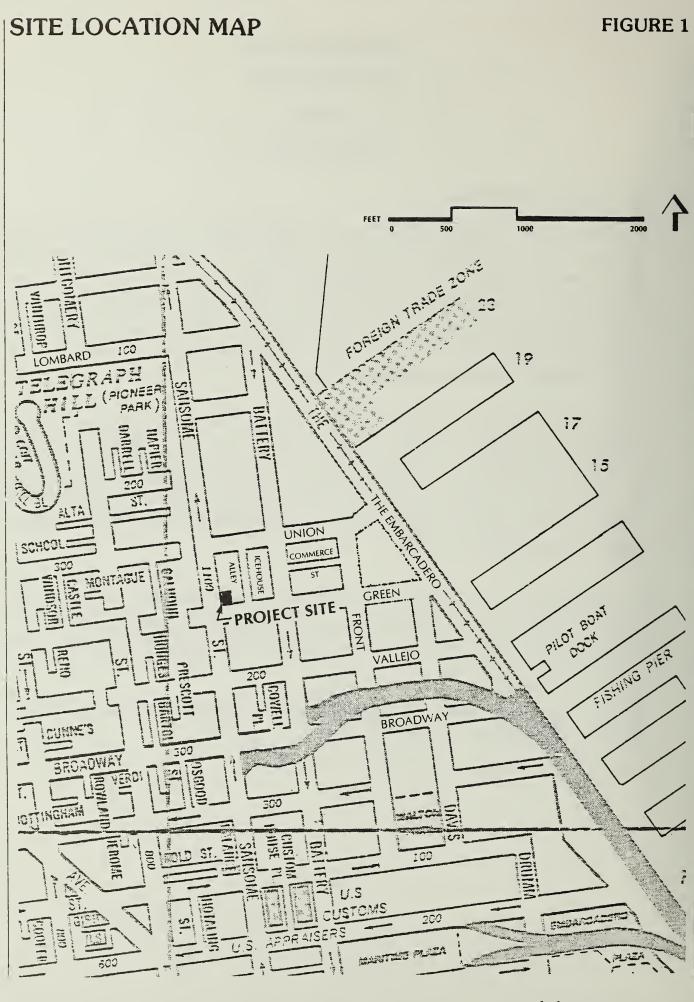
The project sponsor, Grosvenor Properties Ltd., would construct a six-story, 66,260 gross-square-foot (gsf) retail/office building at 150 Green, at the northeastern corner of Sansome and Green Streets, west of Icehouse Alley (Figure 1, page 2). It would be located on Assessor's Block 112, Lot 8. The C-2 (Community Business) district site is occupied by a two-story, beige, stucco building with a penthouse level containing 7,000 square feet of offices, 11,000 square feet of retail, and about 50 parking spaces. The site also falls within the Northern Waterfront Special Use District No. 3.

There would be valet parking for 100 cars (23,400 square feet) on two basement levels, a net increase of 50 vehicles. Uses would include 60,210 gsf of office and 6,050 gsf of retail space which, compared to the existing building, would represent a 53,210 gsf increase in office and 4,950 gsf decrease in retail space. The proposed building would be about 64.5 feet high. A mechanical penthouse level would extend the 150 Green Street building's height to 75 feet (Figure 2, page 3).

The structure lies within the Northeast Waterfront Historic District, an area of special historical and architectural character. Formerly the Sperry Flour Company Building, built in 1916, the existing building on the site is described as "compatible" by the Department of City Planning (DCP).

Estimated construction cost of the project would be approximately \$4,000,000. An 18-month construction period is anticipated.

The architect is Gensler and Associates.



SOURCE GENSLER AND ASSOC.

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II. SUMMARY OF POTENTIAL EFFECTS

A. SIGNIFICANT EFFECTS

Urban design and cultural resource impacts of the proposed project plus cumulative urban design impacts with nearby projects could be significant. These will be analyzed in the EIR.

B. INSIGNIFICANT EFFECTS

Some environmental effects would either be insignificant or would be mitigated through measures incorporated into the project design. The following issues require no further environmental analysis and will not be addressed in the EIR.

Land Use: The project would be consistent with existing land use patterns.

<u>Visual Quality:</u> The project would not have reflective glass as part of its design. The surrounding properties would not be affected by glare.

<u>Population</u>: The project would not induce substantial growth, nor would it displace a large number of employees. Given the project's small size, it would not generate a significant demand for housing.

<u>Transportation/Circulation</u>: The proposed project would not measurably affect intersection service levels or regional highways.

Noise: After completion, the project would not perceptibly increase noise in the project vicinity.

Air Quality/Climate: Construction and operation of the proposed project would not create objectionable odors, nor would the project involve burning any materials. The project would not violate any ambient air quality standard, create objectionable odors or cause a change in climate. Mitigation measures would be incorporated into the project to address potential impacts during construction.

<u>Utilities/Public Services</u>: Increased demand for public services and utilities attributable to the proposed project would not require additional personnel or equipment.

Biology: The project would have no effect on plant or animal life because the site is currently covered by buildings.

Geology/Topography: A geotechnical report has been prepared by a California-licensed soils engineer; building construction will conform to the report's recommendations.

<u>Water:</u> The site is currently covered by buildings and has no surface water. Alterations to drainage patterns, therefore, will not be discussed.

Energy: The project would not encourage activities that would result in the wasteful use of energy or have a substantial effect on a natural resource.

<u>Hazards</u>: The proposed project would not be affected by hazardous uses nor would it cause health hazards. An evacuation and emergency response plan would be developed by the project sponsor as part of the project.

III. POTENTIAL ENVIRONMENTAL EFFECTS

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

1.	Discuss any variances, special authorizations,	Applicable Applicable	Discussed
	or changes proposed to the City Planning Code or Zoning Map, if applicable.		<u>X</u>
*2.	Discuss any conflicts with the Comprehensive Plan of the City and County of San Francisco, if applicable.		X
*3.	Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if		
	applicable.		<u>X</u>

NT ~ 4

^{*}Derived from State Environmental Guidelines, Appendix G, normally significant impacts.

The site is in a C-2 (Community Business) district, where offices and commercial uses are principal permitted uses. It is also in the Northern Waterfront Special Use District No. 3, where principal permitted uses include industrial and commercial operations directly relating to waterborne commerce or navigation, and wholesale establishments within an enclosed building. Development in the area is subject to the general provisions outlined in the City Planning Code for C-2 districts. These provisions may be superseded by Special Use District provisions; uses must be in conformance with the Northeastern Waterfront Plan.

The applicable height and bulk district for the site is 65-X, which allows a building height of up to 65 feet. On Sansome Street, with a slope of less than 5%, the height measurement is taken from the top of the curb opposite the center of the building to the highest point of the finished flat roof. The maximum floor area ratio (FAR) allowed on the site is 5:1, in accordance with Section 240.3 of the City Planning Code relative to the Northern Waterfront Special Use Districts. The project site is also eligible for a 25% Corner Bonus (Section 125 of the Planning Code) which brings the maximum allowable FAR for this site to 6.25:1 ($6.25 \times 11,700 = 73,125$ square feet of gross floor area, excluding parking). The actual FAR for the project would be 5.66:1. The project would comply with regulations for the zoning district except for the provision of parking. A variance would be required under the City Planning Code (Section 155C) as the sponsor proposes the use of valet parking.

The proposed project would conform to policies outlined in the Northeastern Waterfront Plan. It would respond to Objective 3 of the Plan which is, in part, to "develop a diversity of additional activities which would strengthen the existing predominant uses in the Base of Telegraph Hill Area." Policy 1 of Objective 3 is to "strengthen the area's predominant uses of professional and general offices and design-related activities." Policy 4 of Objective 3 is to "develop the area to a lesser intensity of activity than the adjacent downtown and Fisherman's Wharf areas in order to provide a relief of intensity from those areas."

The project requires a Certificate of Appropriateness from the CPC for development within the Historic District prior to issuance of a building permit. The Landmarks Board reviews applications for demolition, new construction, alterations or exterior changes visible from a public place or thoroughfare on the property through this Certificate of

Appropriateness process. The Board then makes a recommendation to the Director of Planning or to the CPC. The Planning Commission will also hold a public hearing on the application for a Certificate of Appropriateness.

В.	El	NVIRONMENTAL EFFECTS		Yes	No	Discussed
1.	Lar	nd Use. Could the project:	103	110	Discussed	
	a.	Disrupt or divide the physical arrangement of an established community?			X	<u>X</u>
	b.	Have any substantial impact upon the existing character of the vicinity?			<u>X</u>	<u>X</u>

The project site occupies part of a district known as the Base of Telegraph Hill. The site is currently occupied by a two-story building plus penthouse that contains office space (7,000 square feet), retail space (11,000 square feet), and a parking garage (50 spaces). In the project vicinity, warehousing and light-industrial space is being converted to office and retail uses. Abutting the site to the north is the red brick Icehouse building, whose showrooms have recently been converted to offices. Across Icehouse Alley to the east is 100 Green Street, a three-story building containing professional office space. South of the project across Green Street are three- to four-story warehouses that have been converted to office space. West of the project site across Sansome Street is the Giusti Building (commonly known as the Farnsworth Laboratory, California Registered Historical Landmark #941), a two-story structure containing offices. Immediately north of the Giusti Building is a vacant site, at 1171 Sansome, where a eight-story commercial and residential project has been proposed. (An earlier version of that project was disapproved by the City Planning Commission in mid-1984.) Diagonally opposite the site on the intersection's southwest corner is a four-story structure containing parking and offices. Further north are newer developments such as the three-to seven-story Levi's Plaza development containing 800,000 square feet of office, restaurant and retail space in three blocks.

One-half block west of the project site are the cliffs of Telegraph Hill. Residences border the Filbert and Greenwich steps and continue to the top of the hill. Telegraph Landing Condominiums (bounded by Montgomery, Chestnut, Sansome and Lombard Streets) together with the 101 Lombard Condominiums (immediately south of Telegraph Landing) contain about 200 luxury residential units within four blocks of the site.

The Broadway Street ramp to the Embarcadero Freeway is located two blocks south of the project site providing access to Interstate 80 and Highway 101.

The proposed project would be similar to surrounding land uses and consistent with existing development in the area. There will be no further discussion of this subject in the EIR.

2.	Vist	ual Quality. Could the project:	Yes	<u>No</u>	Discussed
	a.	Have a substantial, demonstrable negative aesthetic effect?	X		X
	b.	Substantially degrade or obstruct any scenic view or vista now observed from public areas?	_	X	<u>X</u>
	c.	Generate obtrusive light or glare substantially impacting other properties?	_	<u>X</u> -	<u>X</u>

The project site is not the terminus for any street's view corridor, nor would it block views from any public site. The project would not obstruct any scenic views from public areas. The project would not contain reflective glass, therefore, no obtrusive glare would affect surrounding structures. Since the project would involve the demolition of a "compatible" building within a designated historic district, the urban design characteristics of the project will be discussed in the EIR.

3.	Por	oulation. Could the project:	Yes	No	Discussed
	a.	Induce substantial growth or concentration of population?	_	<u>X</u>	X
	b.	Displace a large number of people (involving either housing or employment)?	_	<u>X</u>	<u>X</u>
	c.	Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?		X	<u>X</u>

The project would not induce substantial growth or concentration of population. The 53,210 gsf increase in office space would represent less than 0.3 percent of the 19 million gross square feet of cumulative net new office construction in San Francisco as of March 10, 1984.

An estimate of existing employment on-site is as follows: office, 28 employees (based on a ratio of one employee per 250 square feet of office space); retail, 31 employees (one employee per 350 square feet of retail space); janitorial and service. 2 employees (one worker per 12,000 square feet for the entire building); and 2 parking operators (one worker per 5,100 square feet for 11,000 square feet of parking). The project would generate a net increase of approximately 210 permanent new jobs on the site (213 would be office, 6 janitorial, and 5 parking operators) and a decrease of 14 retail. In addition to these permanent jobs, the project would generate about 60 person-years of construction labor (based on a \$4,000,000 construction cost).

According to the City Planning Commission's Office Housing Production Program (OHPP), the housing demand for the project would be 47 units. This matter requires no further discussion in the EIR.

4.	Tra	insportation/Circulation. Could the project:	<u>Y es</u>	No	Discussed
	a.	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	_	X	<u>X</u>
	b.	Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	_	X	X
	c.	Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?		X	X
	d.	Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	_	X	<u>X</u>

A transportation analysis for the project was prepared by Environmental Impact Planning Corporation (EIP). The conclusions from that report are presented below. (A copy of the report is available for public review at the Department of City Planning, 450 McAllister Street.)

The proposed project would be expected to generate approximately 220 net new daily trips. About 57 of these trips would be expected during the p.m. peak hour and 75 during the p.m. peak period. Distribution of outbound peak-hour trips for individuals are estimated as follows: travel by auto - 29; Muni - 16; BART - 18; AC Transit - 5; Golden Gate Transit - 4; SamTrans - 2; SP - 2; Golden Gate Ferry - 1. (Travel by auto, Muni and BART, when further distributed among the several lines and destinations, would be measured in single digits.) Such increases in p.m. peak hour outbound travel would not be detectable within the actual daily fluctuations in traffic and ridership.

The contribution of peak-hour project-generated trips to cumulative transportation impacts was assessed within the context of the Downtown Plan EIR. It was determined that various carriers, regional highways, and most heavily traveled intersections in the area could accommodate this scale of increase in trips given the Downtown Plan EIR's assumptions for systemwide improvements.

The proposed project includes 100 parking spaces which is a net increase of 50 spaces on site. Parking demand is estimated at 42 spaces, thus the project will have capacity to absorb a portion of the existing on-street demand in the vicinity. One freight loading space would be required and would be provided on the basement parking level.

The proposed project is estimated to generate 30 peak noon-hour pedestrian trips. Pedestrian flows, currently open, would not be significantly affected.

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Transportation will not be discussed in the EIR.

5.	No	ise. Could the project:	Yes	No	Discussed
	a.	Increase substantially the ambient noise levels for adjoining areas?		X	X
	b.	Violate Title 25 Noise Insulation Standards, if applicable?	_	X	_
	c.	Be substantially impacted by existing noise levels?		X	

The project site is on a thoroughfare with a <u>noise</u> level of about Ldn 70 dBA (day/night weighted average), and a level above 85 dBA when buses and trucks pass by. Operation of the project's mechanical equipment and post-construction project traffic would not perceptibly increase ambient noise levels in the vicinity. (The project sponsor has agreed to follow the noise reduction recommendations of an acoustical engineer. As evidence of this, the project sponsor would submit to the Department of Public Works a detailed analysis of noise reduction requirements, along with the building permit application. Noise generated from the building's operation would also be controlled by the San Francisco Noise Ordinance.)

Noise generated during construction of the six-story building would temporarily increase noise levels in the project vicinity, particularly during site preparation, foundation construction and framing activities. During framing operations, noise from impact wrenches would reach about 90 dBA at locations within about 100 feet of the project site. Interior noise levels at these locations would reach about 75 dBA with windows open, which would be annoying and would interfere with telephone use. With windows closed, noise levels would be about 10 dBA lower. The interiors of the nearest residences atop Telegraph Hill would be exposed to about 55 dBA with windows open and about 45 dBA with windows closed. This noise could be audible, but would not be likely to seriously annoy residents.

Demolition and construction activities would be controlled by the San Francisco Noise Ordinance. Both intake and exhaust of impact tools and equipment would be muffled to the satisfaction of the Director of Public Works. Mufflers and shrouds on jackhammers and impact wrenches could reduce the noise impacts of these operations by 10-15 dBA. This would reduce the impacts of these operations to 50 dBA or below in the interior at the nearest residences with windows open; these levels would be noticeable, but not distracting. With windows closed, noise levels would not be noticeable. These items require no further discussion in the EIR.

6.	Air	Quality/Climate. Could the project:	Yes	No	Discussed
	a.	Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?		<u>X</u>	X
	b.	Expose sensitive receptors to substantial pollutant concentrations?		<u>X</u>	
	c.	Permeate its vicinity with objectionable odors?		X	
	d.	Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?		X	X

An air quality analysis was prepared by EIP Corporation and is on file at the Department of City Planning. Whether or not the proposed project is built, carbon monoxide (CO) air pollution modeling indicates that CO air quality overall in 1990 would be better than it is currently at the most heavily traveled intersections in the vicinity. Expected improvements would be due to ongoing state and federal regulations that govern motor vehicle emissions.

Construction activities would generate exhaust pollutants during construction hours; however, no measurable increases are expected in ambient concentrations that would affect neighboring buildings. Site preparation and construction activities would generate suspended particulate matter in excess of the state 24-hour Total Suspended Particulate (TSP) standard. A mitigation measure requiring twice-daily watering of the site is included. Air quality impacts will not be discussed in the project EIR.

A shadow analysis for the proposed project was conducted and is on file at the Department of City Planning. Many of the project's shadows would fall in areas shadowed by existing development or on rooftops of existing buildings and would not increase shadowed areas. Project shadows would most affect the pedestrian environment throughout the year between the hours of 10 a.m. and 2 p.m. At Sansome Street at 10 a.m. during all seasons, new shadows would be added to the existing shadows northwest and west of the project. On September 21 and June 21 at noon, the project would add a small incremental shadow to the sidewalk west of the site and to a small portion of the street. On Icehouse Alley, incremental shadows would be added on September 21 and June 21 at 3

p.m., December 21 at noon and March 21 at 3 p.m. Shadows will not be discussed in the EIR.

The project would not alter wind patterns as the proposed building would be sheltered from winds by Telegraph Hill and it would not be substantially taller than surrounding buildings. These matters require no further discussion in the EIR.

7.	<u>Util</u>	ities/Public Services. Could the project:	Yes	<u>No</u>	Discussed
	a.	Breach published national, state or local standards relating to solid waste or litter control?	_	X	<u>X</u>
	b.	Extend a sewer trunk line with capacity to serve new development?		<u>X</u>	<u>X</u>
	c.	Substantially increase demand for schools, recreation or other public facilities?		<u>X</u>	X
	d.	Require major expansion of power, water, or communications facilities?		X	X

The proposed project would generate about one-third of a ton of solid waste per workday which would be transported to Altamont in Alameda County. The eight-foot sewer transport in Sansome Street has the capacity to handle the amount of wastewater generated by the project. The sewer also meets the design criteria to satisfy the five-year storm capacity. 1

The project would not require more fire department personnel or equipment. Water for fighting fires would be available from both the domestic and high-pressure water systems. The project would incorporate automatic fire sprinklers, a fire alarm system, and emergency power and special elevator controls.

While the increasing development of office buildings in the Northeast Waterfront area could attract more commercial burglaries, the project itself is not expected to generate the need for additional police services. The area is within Central Station's district, and is patrolled by radio-dispatched patrol cars 24 hours a day. There is no foot patrol.²

While there would be a net increase in energy consumption on the site, no major expansion of power facilities would be required. Gas supply would be provided from the existing Green Street gas main or from an extension from either Sansome Street or the Union

Street main. Electric service would probably require transformer space on the property, and the project design provides for this at the first basement level. The project would conform to California energy standards.

There would be an increase in demand for communication systems. Pacific Telephone would upgrade existing facilities located at the Sansome and Green Street intersection to provide adequate service to the proposed project. Pacific Telephone anticipates no difficulty in providing or maintaining service to the site.

The project would consume approximately 8,600 gallons of water per day (gpd). An eight-inch main in Sansome Street, a six-inch main in Green Street and an eight-inch main in Union Street are available and adequate to serve the project. Water and water pressure for fire suppression are also adequate. These matters do not require further discussion in the EIR.

8.	Bio	logy. Could the project:	Yes	<u>No</u>	Discussed
	*a.	Substantially affect a rare or endangered species of animal or plant or the habitat of the species?		<u>X</u>	_
	*b.	Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	_	<u>X</u>	_

¹Mervin Francies, Engineering Associate II, Bureau of Sanitary Engineering, telephone communication, September 22, 1983.

²Hal Waterman, Planning and Research Division, San Francisco Police Department, telephone communication, June 30, 1983.

³Rocco Colicchia, Industrial Power Engineer, Pacific Gas and Electric, letter, September 9, 1983.

⁴Leo Ladner, Engineering, Pacific Telephone, telephone conversation, September 19, 1983.

⁵George Nakagaki, Manager, San Francisco Water Department, Letter, October 5, 1983.

⁶Edward J. Phipps, Assistant Chief, San Francisco Fire Department, Letter, October 11, 1983.

		Yes	No	Discussed
c.	Require removal of substantial numbers			
	of mature, scenic trees?		<u>X</u>	

The project site is totally covered by a building. There are no rare or endangered species of plant or animals on site, nor are likely habitats present. These matters do not require further discussion in the EIR.

9. Geology/Topography. Could the project:

a.	Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	_	X	X
b.	Change substantially the topography or any unique geologic or physical features of the site?		X	X

The proposed project would not expose people or structures to a major geologic hazard. The site is underlain by interbedded sandstone and shale of the Franciscan Assemblage which have low permeability (except where fractured) and fair slope stability and high earthquake stability (except in thoroughly fractured rock). The project area would experience strong to very strong groundshaking during a great earthquake (Richter Magnitude 8+) along the San Andreas Fault. The building would meet current seismic engineering standards. Pile driving is not anticipated since the underlying bedrock would provide adequate foundation support and seismic stability.

The proposed project would not substantially alter the site's topography as it is inland from the former shores of San Francisco Bay in an area that was extensively quarried prior to 1915. A spread-footing foundation has been recommended by the geotechnical consultant which would be at approximately the same level as those of the Icehouse structure (adjacent to site) and would not interfere with support for the Icehouse. In the event a deeper excavation is planned (below the present basement level), shoring and retention of side slopes would be necessary and a pre-excavation study would be needed to design adequate protection for the Icehouse footings and rock anchors.

The project would be constructed under the supervision of a California-licensed structural and geotechnical engineer. These matters do not require further discussion in the EIR.

Dames & Moore, Geotechnical Consultation, Proposed Office Structure, 150 Green Project, San Francisco, California, September 9, 1983, page 2.

⁴Dames & Moore, op.cit., page 5.

10.	Wa	ter. Could the project:	<u>Yes</u>	No	Discussed
	a.	Substantially degrade water quality, or contaminate a public water supply?		X	<u>X</u>
	b.	Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?		<u>X</u>	<u>X</u>
	c.	Cause substantial flooding, erosion or siltation?		X	<u>X</u>

There is no surface water at the site. The site is currently impervious, covered by an existing building. The proposed project would not alter this situation. Runoff would continue to drain into the combined City storm/sewer system. Adjacent streets would be mechanically swept by the demolition and excavation contractors so that the silt would not be washed into the storm drains. Groundwater seepage is expected to fill the excavations (about $3 \times 4 \times 2$ feet deep) for the foundation footings shortly following excavation. This water could be pumped or bailed each morning prior to continuing work on the foundations. No continuous dewatering of the excavation would be necessary. 1

These matters require no further discussion in the EIR.

¹William C. Wood, Associate, Dames & Moore, telephone communication, May 8, 1984.

11.	Ene	ergy/Natural Resources. Could the project:	Yes	<u>No</u>	Discussed
	a.	Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?		<u>X</u>	<u>X</u>

²J. Schlocker, <u>Geology of San Francisco North Quadrangle, California</u>, U.S. Geological Survey, Prof. Paper 782, U.S. Government Printing Office, Washington, D.C., 1974, Table 11, page 98.

³URS/John A. Blume and Associates, <u>San Francisco Seismic Safety Investigation</u>, San Francisco, California, June 1974, Figure 3.

b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?

<u>X</u> <u>X</u>

An energy analysis was conducted by EIP Corporation and is on file with the Department of City Planning.

The project would increase consumption of nonrenewable energy resources on the site. Site preparation and building construction would require about 8 billion BTUs (the energy equivalent of about 1,400 barrels of oil) at-source of electricity, gasoline and diesel fuel over the full 18-month construction period.

Calculations were made based upon the maximum energy consumption allowed under the provisions of Title 24 of the California Administrative Code and using a worst-case estimate. This analysis indicates that the project operation would consume a total of about 12 billion BTUs annually, the energy equivalent of about 2,100 barrels of oil in the form of electricity and natural gas. Specific quantities would depend upon the details of the building design. Detailed engineering studies would be performed later in the design process to identify applicable energy conservation measures. A letter explaining the measures chosen and the technical basis for the decisions would be supplied to the Energy Section of the Department of City Planning prior to the application for the building permit. Compliance with Title 24 of the California Administrative Code would ensure that the proposed project would not use energy in a wasteful or excessive manner. These issues require no further discussion in the EIR.

BTU: British Thermal Unit. The quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit at about 39 degrees Fahrenheit.

At-source refers to adjustments made in energy use calculations to account for the energy used in generating, refining and transporting each energy source.

Federal Energy Administration, Energy Use in the Contract Construction Industry, Report No. PB-245-422, U.S. Department of Commerce, February 18, 1975.

12.		ards. Would the proposed project	Yes	No	Discussed
	a.	Increased risk of explosion or release of hazardous substances (e.g., oil, pesticides, chemicals or radiation), in the event of an accident, or cause other dangers to public health and safety?		<u>X</u>	<u>X</u>
	b.	Creation of or exposure to a potential health hazard?	_	<u>X</u>	X
	c.	Possible interference with an emergency response plan or emergency evacuation plan?		<u>X</u>	<u>X</u>

It is not anticipated that the completed project would result in any increased risk of explosion, release of hazardous substances or exposure to a potential health hazard. Two 2,000-gallon gasoline tanks and one 500-gallon waste oil tank buried in Sansome Street adjacent to the site would need to be emptied and removed or backfilled. The tanks are small enough to be removed without being cut into sections.

An evacuation and emergency response plan would be developed as part of the proposed project (see D. Mitigation Measures). The project's emergency plan would be coordinated with the City's emergency planning activities. These issues require no further discussion in the EIR.

13.	Cul	tural. Could the project:	<u>Yes</u>	No	Discussed
	a.	Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	<u>X</u>		<u>X</u>
	b.	Conflict with established recreational, educational, religious or scientific uses of the area?		<u>X</u>	
	c.	Conflict with preservation of any buildings of City landmark quality?		X	_

The existing building, formerly the Sperry Flour Company building, built in 1916, is described as compatible by the Department of City Planning (DCP). It is located within the Northern Waterfront Historic District and must receive a Certificate of Appropriateness from the City Planning Commission (CPC) in order to be demolished and replaced. This issue will be addressed in the EIR.

The project site is approximately one block from the original San Francisco shoreline. Historic materials may be present within the project area. This issue will be addressed in the EIR.

C.	OTHER		Yes	No	Discussed
	Require approval of permits from City Departments other than DCP or BBI, or from Regional, State or				
	Federal Agencies?			<u>X</u>	
D.	MITIGATION MEASURES	Yes	No	<u>N/A</u>	Discussed
	 If any significant effects have been identified, are there ways to mitigate them? 	<u>X</u>	*********		<u>X</u>
	2. Are all mitigation measures identified above included in the project?	<u>X</u>			X

Hazards

An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services, to ensure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project's plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance of final building permits by the Department of Public Works.

Historic and Cultural Resources

Mitigation measures for Cultural Resource Impacts will be enumerated in the EIR.

Air Quality

The project sponsor would require that demolition materials and soils on site be watered twice daily by the contractor. This would reduce the likelihood of airborne construction dust and particulates exceeding state and federal standards. Adjacent streets would be mechanically swept by the demolition and excavation contractors so that silt would not be washed into the storm drains and dust would be removed.

E.	MANDATORY FINDINGS OF SIGNIFICANCE			
		<u>Yes</u>	No	Discussed
1.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples			
	of the major periods of California history or		X	
	prehistory?			
2.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	_	<u>X</u>	
3.	Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)		<u>X</u>	
4.	Would the project cause substantial adverse effects on human beings, either directly or indirectly?	_	<u>X</u>	_
5.	Is there a serious public controversy concerning the possible environmental effect of the project?	_	X	

F. ON THE BASIS OF THIS INITIAL STUDY:

- I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.
- I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers __, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.
- X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Alec S. Bash
Environmental
Review Officer
for

Dean L. Macris Director of Planning

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Calif. Dept. of Transportation Public Trans. Branch

CITY AND COUNTY OF SAN FRANCISCO

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San Francisco City Attorney's Office

Landmarks Preservation Advisory Board

Economic Development Council

Public Utilities Commission

Public Utilities Commission Energy Conservation

Recreation & Park Dept.

Bureau of Engineering - Streets and Highways

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Page, Anderson & Turnbull

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San Francisco Labor Council

San Francisco Organizing Project

San Francisco Planning & Urban Research Association

San Franciscans for Reasonable Growth

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Stephen Weicker

Calvin Welch

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ADJACENT PROPERTY OWNERS

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Seaton Corporation

LL & L Investment Trust 30 c/o Barkhardarian - Ice House

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